

2300Z 29 JUN 59

SECRET

Handwritten: S/CDDP, DDJP, CH/DB, Mat, DB, RI, *

DIRECTOR
25X1A

DPD (1,2,3,4,5,6,7,8)

S/C (9)

SAD

TOP: 2306Z 29 JUN
25X1A

PRIORITY

IN 02294

25X1A

3485

DOCUMENT NO. _____
NO CHANGE IN CLASS. ☐
DECLASSIFIED
CLASS. CHANGED TO: TS S *(C) 2611*
NEXT REVIEW DATE: _____
AUTH: HR 70-2
DATE: *4/1/81* REVIEWER: 037169

25X1A

ATTN: MR. BISSELL INFO: COL BURKE, [REDACTED]

J-75 ENGINE STATUS

1. AIRPLANE 342 FLIGHTS AS FOLLOWS:

NR 33	26 JUNE	2:01 HOURS	JP 150 FUEL
NR 34	27 JUNE	5:30 HOURS	RANGE MISSION
NR 35	28 JUNE	5:36 HOURS	RANGE MISSION

Handwritten: TOTAL TIME TO DATE
117 HOURS

OPERATION WITH JP 150 FUEL WAS SATISFACTORY. RATE OF CLIMB AT LOW ALTITUDES WAS PURPOSELY REDUCED TO PREVENT EXCESSIVE INTERNAL FUEL TANK PRESSURES. ENGINE OPERATION IN 342 HAS BEEN SATISFACTORY EXCEPT FOR ROUGHNESS IN THE ALTITUDE RANGE FROM 35,000 TO 55,000 FEET. ROUGHNESS IS BELIEVED TO BE A COMBUSTION PROBLEM AND IS BEING INVESTIGATED.

2. AIRPLANE 358 FLIGHTS AS FOLLOWS:

25X1A

NR 7 26 JUNE 2:55 HOURS [REDACTED] HIGH ALTITUDE "B" CAMERA

SECRET

S E C R E T

25X1A

3486 (IN 02294)

25X1A

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NR 8 26 JUNE 1:54 HOURS
NR 9 27 JUNE 2:40 HOURS
NR 10 27 JUNE 3:06 HOURS
NR 11 28 JUNE 3:30 HOURS
NR 12 28 JUNE 1:07 HOURS

TRANSITION HIGH ALTITUDE
SITION HIGH ALTITUDE 1 FO
ANSITION HIGH ALTITUDE 1 FO
"B" CAMERA 75K 224GR OILT
TRANSITION 2 FO

A TOTAL OF 4 ENGINE FLAMEOUTS HAVE OCCURED. ONE ON FLIGHT NR 9, ONE ON FLIGHT NR 10 AND TWO ON FLIGHT NR 12. THESE WERE ALL EXPERIENCED AT AN ALTITUDE OF 57,000 FEET. THERE WAS NO CONSISTENCY AS FAR AS POWER WAS CONCERNED. RESTARTS WERE MADE SUCCESSFULLY.

THE ENGINE FUEL CONTROL HAD BEEN CHANGED PRIOR TO THIS DIFFICULTY DUE TO POOR RESPONSE AT HIGH ALTITUDE. FUTHER INVESTIGATION IS BEING MADE. IT IS NOT CONSIDERED TO BE A BASIC PROBLEM SINCE THE OTHER TWO ENGINES USED IN 342 HAVE NEVER SHOWN THIS DIFFICULTY.

3. ON FLIGHT 11, AN ALTITUDE OF 75,000 FEET WAS REACHED WITH 224 GALLONS OF FUEL REMAINING. ENGINE OIL TEMPERATURE SLIGHTLY EXCEEDED LIMIT ABOVE 73,000 FEET. ^{25X1A} REVISION TO THE FUEL-OIL HEAT EXCHANGE IS BEING MADE TO LOWER THE OIL TEMPERATURE.

4. IN GENERAL, AUTO PILOT OPERATION HAS NOT BEEN SATISFACTORY AT THE CRUISE CLIMB ALTITUDES WHEN USING FULL POWER. DUTCH ROLL AND PITCH OSCILLATION OCCUR. STEPS ARE BEING TAKEN TO MAKE A BASIC IMPROVEMENT IN THE AUTO PILOT CAPABILITY.

5. TOTAL J-75 FLIGHT TIME TO DATE IS 117 HOURS.

END OF MESSAGE